

IN THE CLAIMS:

The text of all pending claims, (including withdrawn claims) is set forth below. Cancelled and not entered claims are indicated with claim number and status only. The claims as listed below show added text with underlining and deleted text with ~~striketrough~~. The status of each claim is indicated with one of (original), (currently amended), (cancelled), (withdrawn), (new), (previously presented), or (not entered).

1. (Currently Amended) An internal combustion engine exhaust gas purifying system having a continuous regenerating diesel particulate filter system in an exhaust passage of an internal combustion engine to oxidize and remove collected particulate matter by performing a regenerating-mode operation when a quantity of the collected particulate matter in a filter of the filter system to collect the particulate matter is greater than or equal to a predetermined judgment value for regeneration, comprising:

collected-quantity estimation means for estimating the quantity of the collected particulate matter in the filter; and

maximum-fuel-injection-quantity restricting means for restricting a maximum fuel injection quantity of the internal combustion engine when the quantity of the collected particulate matter estimated by the collected-quantity estimation means is greater than or equal to a predetermined judgment value for restriction,

the maximum-fuel-injection-quantity restricting means restricting the maximum fuel injection quantity either during or not during the regenerating-mode operation,

said predetermined judgment value for restriction being smaller than said predetermined judgment value for regeneration.

2. (Previously Presented) The internal combustion engine exhaust gas purifying

system according to claim 1, further comprising:

fuel restriction indicating means for indicating restriction of the maximum fuel injection quantity of the internal combustion engine when or while the maximum-fuel-injection-quantity restricting means restricts the maximum fuel injection quantity.

3. (Previously Presented) The internal combustion engine exhaust gas purifying system according to claim 1, wherein

the collected-quantity estimation means estimates the quantity of collected particulate matter in accordance with a differential pressure between the upstream and downstream of the filter.

4. (Previously Presented) The internal combustion engine exhaust gas purifying system according to claim 1, wherein

the continuous regenerating diesel particulate filter system uses one of the following three systems: a system constituted by making the filter carrying a catalyst, a system constituted by setting an oxidation catalyst to the upstream side of the filter, and a system constituted by making the filter carrying a catalyst and setting an oxidation catalyst to the upstream side of the filter.

5. (Currently Amended) A method of purifying an internal combustion engine, comprising:

oxidizing and removing particulate matter collected in a filter in the engine when a pressure differential between upstream and downstream sides of the filter is greater than or equal to a first judgment value;

estimating a quantity of the collected particulate matter; and

restricting a maximum fuel injection quantity of the internal combustion engine when the quantity is greater than or equal to a second judgment value, either during or not during the oxidizing and removing,

wherein the oxidizing and removing are performed independently from the restricting of the maximum fuel injection quantity,

said second judgment value being smaller than said first judgment value.

6. (Cancelled)

7. (New) A method of purifying an internal combustion engine comprising a filter, comprising:

removing particulate matter collected in the filter when a pressure differential between upstream and downstream sides of the filter is greater than or equal to a first value; and

restricting a maximum fuel injection quantity of the internal combustion engine when an estimated quantity of collected particulate matter in the filter is greater than or equal to a second value,

said second value being smaller than said first value.

8. (New) The internal combustion engine exhaust gas purifying system according to claim 1, wherein the maximum-fuel-injection-quantity restricting means restricts the maximum fuel injection quantity not during the regenerating-mode operation.

9. (New) The internal combustion engine exhaust gas purifying system according to claim 1, wherein the maximum-fuel-injection-quantity restricting means restricts the maximum fuel injection quantity before the regenerating-mode operation.